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INTELLIGENCE 25

## INFORMATION REPORT

COUNTRY East Germany  
 SUBJECT Tabulation of Freight Cars of Russian Zone  
 Railroads 25X1C

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(LISTED BELOW)

1 (2 pages)

25X1X

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**REPORT NO.**

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1.

2.

tabulation of freight cars, which reflects the present status of freight cars and was based on the count of rolling stock made on 31 March 1952. The figures listed under the various columns are approximate values. Efforts will have to be made to further improve the freight car situation. As has been arranged, this tabulation will provide the future basis for the solution of all problems relating to the employment, maintenance and repair of freight cars. We request that you inform us every month, at the latest by the fifth day of the following month, of all changes relative to the figures of this tabulation and of the reasons for these changes. Major changes will have to be reported and explained without delay. We, on our side, will inform all the other departments of the Ministry of Traffic and the State Planning Commission of these changes. This tabulation and the reporting procedure outlined is to provide a common basis for all questions relating to the manufacture and repair of rolling stock and will serve as a guide for all negotiations with superior government agencies.<sup>2</sup>

1.

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These railroad tank cars were not specifically mentioned in Column 1. This would tend to indicate that their number was not included in the tabulation. For figures on the park of tank cars, [redacted] [redacted] Furthermore, it is not clear why O-type cars are carried under both Nos 2 and 3 in Column No. 1, perhaps a mistake in writing may be involved. According to previous monthly counts, the following numbers of SC heavy-duty flatcars and well cars were available:

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Day of Count	Number of Heavy Duty Flatcars	Number of Well Cars	Total
20 January 1952	2,274	57	2,281
20 February 1952	2,139	52	2,187
20 March 1952	2,144	60	2,204
20 April 1952	2,013	47	2,130

The differences in the results of these monthly counts are due to the fact that cars operating outside the Soviet Union on the day of count were not recorded. The figure of 2,610 SC-type cars [redacted] mentioned in the present report, covers all the SC-type cars available. [redacted] For divergent results of previous counts of operational freight cars, [redacted] It could not be determined why analytical Column No 1 was subdivided into two. Column 16 lists all the damaged cars which are in repair and are therefore to be scrapped. The total of scrapped freight cars is therefore arrived at by adding Columns Nos 3 and 16, which results in a figure of 5,546 units. According to previous information, scrapped freight cars totalled 7,802 as of 31 May 1951.

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See [redacted]

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Annex to [REDACTED]

In the original tabulation, vertical Columns Noj 1 through 16 were headed as follows:

- Column 1: State-owned freight cars exclusive of tank cars;
- " 2: Total park of freight cars inclusive of damaged cars;
- " 3: Damaged cars requiring extensive repair work;
- " 4: Total park of freight cars minus damaged cars (Column No. 2 minus Column No. 3);
- " 5: Average number of cars under repair;
- " 6: Special purpose cars, which cannot be freely employed;
- " 7: Average of state-owned railroad cars circulating abroad;
- " 8: Park of operational railroad cars, i.e. of cars serviceable and freely employable;
- " 9: Round-trip : ratio;
- " 10: Daily average of incoming loaded cars;
- " 11: Number of cars daily available for loading operations;
- " 12: Median utilization of cars in hours;
- " 13: Loading space daily available for loading operations;
- " 14: Daily carrying performance in tons;
- " 15: Daily loading capacity in tons;
- " 16: Number of cars to be reactivated.

Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	G-Cars (G,K,V,T)	55,721	68	33,653	2,215	526	1,085	4,800	24,927	3,62	742	6,143	14.-	36,002	84,200	89,910
2	O-Cars (O,Om,Orm)	55,637	1,177	52,160	4,051	1,150	-	2,000	44,959	3,16	317	13,910	18.5	257,335	236,800	277,240
3	O-Cars	2,185	-	2,185	100	30	-	-	2,065	-	-	626	11.5	7,199	12,000	7,992
4	X-Cars	5,718	193	5,525	300	55	2,925	-	2,245	-	-	648	11.5	7,866	31,500	7,944
5	X-Cars	1,077	-	1,077	60	10	-	-	1,016	3,28	-	310	14.-	4,340	4,000	4,560
6	R-Cars	8,524	21	8,503	849	480	-	750	6,424	-	110	1,848	14.-	25,872	24,500	26,445

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Annex

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Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
1	S-Cars	1,090	57	3,033		65	10	160	808		40	206	17	3,502	3,000	3,492	30	
8	SS-Cars	2,613	-	2,613		160	25	320	200	1,906	79	503	32	16,096	8,000	17,605	60	
Total		108,265	1,516	106,749		7,300	2,286	4,330	8,000	84,342		1,288	24,230		408,212	404,000	435,188	4,130
9 to 8																		
9	Service Cars	3,197	-	3,197		170	25	3,197	-	-	-	3.28						
10	Service Cars	2,081	-	2,081		100	15	3,001	-	1,966		603						
Total		5,278	-	5,278		270	40	5,278	-	1,966								
9 to 10																		
Total		118,543	1,516	112,027		8,070	2,326	8,608	-	86,308								
11 to 10																		
11	Private Cars	3,430	-	3,430		200	35	3,170	-	3,170	0.50		328					
12	Narrow-gauge freight Cars	3,900	130	3,770														

Note: Key to abbreviations used in Column No 1:

G:boxcars; K: closed cars with hinged lids; V: boxcars with crated partitions; T: refrigerator cars; O: 15-ton gondola cars; Gw: 20-ton gondola cars; R: flatcars with wooden side racks; S: flatcars with iron side racks; SS: heavy/duty flatcars with a load capacity of upward of 36 tons.

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Comment. The unit of dimension is not given.

Comment. Some X, and H cars are unexplained.

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SECURITY INFORMATION